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A LIST OF BOOKS

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ON

MERCANTILE MARINE SUBSIDIES

COMPILED UNDER THE DIRECTION OF
APPLETON PRENTISS CLARK GRIFFIN
CHIEF BIBLIOGRAPHER

THIRD EDITION
WITH ADDITIONS

WASHINGTON
GOVERNMENT PRINTING OFFICE
1900

PREFATORY NOTE TO THIRD EDITION

This edition is a reprint from the plates of the second edition, with certain additions, as follows:

Pages 31–37 contain a supplementary list of books. Pages 59–60 contain Congressional documents of 1904–5. Page 70 contains a list of speeches in Congress in 1906, printed in the Congressional Record. Pages 82–83 give articles in United States Consular Reports from 1903 to 1906. Pages 98–107 contain articles in periodicals from 1903 to 1906. Pages 115–116 contain articles in the Board of Trade journal from 1903 to 1906. Pages 117–119 contain articles in the diplomatic and consular reports of Great Britain from 1887 to 1906.

A general survey of the history of subsidies and of the systems abroad and a discussion of the economic status of subsidies with conclusions hostile to the scheme is Meeker's History of shipping subsidies, forming a volume of the publications of the American economic association. For French subsidies Lagaillarde's Les primes à la marine marchande is to be noted, and for Germany, Schweiger's Schiffahrtssubventionen und ihr Einfluss auf Post, Admiralität, Schiffbau und Volkswirtschaft. The investigations of a special commission appointed by the United States Senate are set forth in the Report of the Merchant marine commission, together with the Testimony taken at the Hearings, published as Senate report no. 2755, Fifty-eighth Congress, third session. A general survey of the subsidy régimes in Great Britain, France, Austria, Italy, Germany, Russia, and Japan is given in Verneaux's L'industrie des transports maritimes au XIXe Siècle et au Commencement du XXe Siècle.

The author index has been extended to cover new titles. The subject index is a feature of the present edition.

A. P. C. Griffin
Chief Bibliographer

Herbert Putnam
Librarian of Congress

Washington, D. C., June 21, 1906

INTRODUCTION TO SECOND EDITION.

This edition contains the following new material:

Titles of works on navigation laws, including some of the principal Parliamentary reports; United States documents on the subject of mail subsidies, together with speeches found in the Congressional Globe, and the Congressional Record on the same subject.

The list of books has been strengthened by the addition of newly discovered material in the library, and of works issued since the publication of the first edition.

One of the most important documents noted is the report of the Parliamentary Commission on marine subsidies, which contains minutes of evidence, giving the opinion of shipmasters and officials of various ocean and steamship companies, together with statements of the system of bounties prevailing in the principal countries of the world.

The legislative history of the French law of 1901 is contained in the "Annales de la Chambre des députés, Documents parlementaires," volume 57, pages 32–56, which includes a report of the Commission appointed to examine into means of encouragement to the merchant marine.

The report by M. Thierry on the "Projet de loi sur la marine marchande" is also printed in the same publication, volume 59, pages 4–22.

Two works of comprehensive character published within the year are to be noticed: Marvin's The "American merchant marine; its history and romance from 1620 to 1902," New York, 1902, which is favorable to subsidies; and "Bates's American navigation; the political history of its rise and ruin and the proper means of its encouragement," Boston and New York, 1902, the aim of which is to show that the advancement of the merchant marine is to be brought about by protective duties instead of by subsidies.

The following periodicals devoted to shipping and allied interests contain editorials and incidental articles on subsidies: Marine journal, New York, weekly; Marine review, Cleveland, weekly; The Nautical gazette, New York, weekly; The American syren and shipping, New York, weekly; and The Shipping world and Herald of commerce, London, weekly; The Steamship, Leith, monthly.

The various sections of the list have been brought up to date.

A. P. C. Griffin,
Chief of Division of Bibliography.

Herbert Putnam,
Librarian of Congress.

Washington, D. C., *March 27, 1903.*

INTRODUCTION TO THE FIRST EDITION.

The plan of this list does not contemplate a complete survey of the literature of marine subsidies.

Its purpose is to afford a guide to the most accessible authorities which will put the investigator in possession of the leading facts and arguments, and at the same time give a starting point for more exhaustive researches.

In addition to the works enumerated in the body of the list, attention is called to the reports of the various boards of trade, particularly the National Board, and the New York Chamber of Commerce.

The history of bounties in Great Britain may be traced in detail in the Parliamentary Sessional Papers, wherein are found mail contracts with steamship companies. The reports on subsidy systems of foreign countries published in the Sessional Papers are noted in this list under the heading: "Great Britain. Parliament."

The reports from American consuls relative to shipping bounties and allied topics are given in a separate section (pp. 62–73).

A. P. C. Griffin,
Chief of Division of Bibliography.

Herbert Putnam,
Librarian of Congress.

Washington, D. C., *December 5, 1900.*

LIST OF BOOKS ON MERCANTILE MARINE SUBSIDIES.

Abbot, Willis J. American merchant ships and sailors.
New York: Dodd, Mead & Company, 1902. x, 372 pp. Illustrations. Plates. 8°.

Allen, John H. The tariff and its evils, or protection which does not protect.
New York & London: G. P. Putnam's sons, 1888. viii, 122 pp. 12°. (Questions of the day, no. 53.)

"Protection powerless to protect the carrier," pp. 84–92; "Subsidies to shipping hasten the issue," pp. 93–100; "Progress of British, and declension of American shipping," pp. 101–110.

Aubert, Georges. À quoi tient l'infériorité du commerce français, comment y remédier?
Paris: Ernest Flammarion, [1899]. xxii, 393 pp. 12°

CONTENTS.

Quelques tableaux et statistiques concernant le commerce français. Pourquoi le commerce anglais est-il si puissant? Flotte commerciale anglaise . . . Causes diverses de l'infériorité du commerce français . . Situation de notre marine marchande (pp. 211–224) . Rôle de l'État. Comment augmenter le commerce français . .

Baasch, Ernst. Beiträge zur Geschichte des deutschen Seeschiffbaues und der Schiffbaupolitik.
Hamburg: Lucas Gräfe & Sillem, 1899. v, (3), 351 pp. 8°.

Badger, George E. American steam navigation. Speech for the Collins steamers. In Senate of the United States, May 6, 1852.
Washington: Buell & Blanchard, printers, 1852. 15 pp. 8°.

Barney, William C. The ocean monopoly, and commercial suicide.
New York, 1856. 16 pp. 8°.

(In a volume of pamphlets lettered "Miscellaneous mail documents.")
Plea for the Vanderbilt line to be placed on equality with Collins line.

Bastiat, Frederic. Sophisms of protection. Translated from the Paris edition of 1863.
New York: G. P. Putnam's sons, 1877. (2), xvi, 398, (1) pp. 8°.

Bounties, pp. 243–253.

Bates, William W. An American marine. Its utility, creation, and maintenance.
New York, 1895. 20 pp. 8°.

Cover-title.

——— American navigation. The political history of its rise and ruin, and the proper means for its encouragement.
Boston and New York: Houghton, Mifflin and company, 1902. xvi, 466 pp. Frontispiece (portrait). 8°.

Bates, William W. American marine. The shipping question in history and politics.
Boston and New York: Houghton, Mifflin and company, 1893. xiv, 479 pp. 8°.

"Mr. Bates is a practical expert in his subject. He was commissioner of navigation under President Harrison, and says that for fifty years he has been 'a student of ships and navigation.' He begins by discussing the importance to a nation of a prosperous marine. He then gives 20 pages to the evolution of British maritime power and 100 pages to a sketch of the shipping of the United States from 1789 to 1892. These are the important parts of the book, all that follows being iterative or explanatory. The decline of the American marine, he contends, was due primarily and principally to the change from the protective to the free shipping policy in 1815."

——— *Same.* 2d edition.
Boston and New York: Houghton, Mifflin and company, 1897. xiv, 479 pp. 8°.

——— The commerce of the United States as related to that of other countries.
Boston: Damrell & Upham. [1893]. 10 pp. 8°.

Cover-title.
An address before the World's Columbian Water Commerce Congress, Chicago, 1893.

——— Our early shipping policy and the cause of its success.
New York, n. d. 58 pp. 8°.

Cover-title.

——— Our shipping impotency—The story of British endeavor to paralyze our power at sea. Dec. 16, 1900. 39 pp. 8°.
U. S., 56th Congress, 2d session, Senate doc. no. 54.

——— The policy and measures for shipping restoration. Foreign policies, combinations, and impositions make regulations of trade for the employment of American ships an absolute necessity. Bills for subsidies, "compensation," or "free ships" are inadequate, impracticable, and bound to fail.

(*In* The Protectionist, vol. 11, Oct., 1899, 324–338.)

——— *Same.*
Boston, 1899. 16 pp. 8°.

Cover-title.

——— The policy and measures for shipping restoration. Size of marine that may be realized from the pending subsidy bill.
Denver, Colorado, 1900. 12 pp. 8°.

Cover-title.

——— The protection of shipping in the foreign trade. Points of an effective system. Duty of protectionists.
Boston, 1895, Home market club. 16 pp. 8°.

——— The shipping question; or, the true and false in our pelagic policy.
[Washington?, 1889?]. 16 pp. 8°.

Caption-title.
An address delivered before a convention of the Shipping and industrial league, at Washington, January 30, 1889.

——— Silver, gold, and shipping.
[New York, 1894.] 7 pp. 8°

Cover-title.
Reprinted from Social Economist, August, 1894.

——— Sound shipping protection.
[New York, 1900.] 13 pp. 8°.

Cover-title.
Reprinted from Gunton's Magazine, August, 1900.

Beck, James B. Abstract report on Mills bill, U. S. Senate, October, 1888.

(*In* Tariff reform, vol. 2, no. 11, Aug. 15, 1889, pp. 163–192.)
Shipping subsidies, pp. 177–180; How "protection" has destroyed our shipping, pp. 180–181.

——— Speech in favor of the bill to authorize citizens of the United States to purchase foreign-built ships for the foreign carrying trade.
Washington, 1880. 24 pp. 8°.

Blache, Marie Joseph. Dissertation sur la marine marchande.
Paris: Augustin Challamel, 1899. 64 pp. 8°

Blackmore, Edward. The British mercantile marine: a short historical review, including the rise and progress of British shipping and commerce; the education of the merchant officer, and duty and discipline in the merchant service.
London: Charles Griffin and company, 1897. xix, (1), 248 pp. 12°.

Blaine, James G. Encouragement to American ship-building and the revival of American commerce on the ocean. Speech delivered in the U. S. Senate, January 27, 1881, by James G. Blaine, in reply to the speech of Senator Beck, of Kentucky, in favor of admitting foreign-built ships to American register free of duty.

(*In his* Political discussions, legislative, diplomatic, and popular, 1856–1866, pp. 300–310. Norwich, Conn.: The Henry Bill publishing company, 1887. 8°.)

——— Protection. [A reply to Mr. Gladstone.]

(*In* Both sides of the tariff question by the world's leading men. pp. 45–72. New York: A. Peniston [1890]. 8°.)
Protection on sea, pp, 66–70.

——— Twenty years of Congress.
Norwich: The Henry Bill publishing company, 1884–1886. 2 vols. Portraits. Folded map. 8°
Merchant marine, vol. 2, pp. 611–614.

Blue book of American shipping. Marine and naval directory of the United States. Statistics of shipping and ship building in America, 1901.
The Marine review publishing company, Cleveland, 1901. 432 pp. Illustrations. 8°.

——— *Same.* 1902.
The Marine review publishing company, 1902. 428 pp. Illustrations. 8°.

Boies, Horace. The industrial situation. 6 pp.

(*In* New England free trade league. Tariff-trust articles, 1900–1901. Boston, 1901. 8°.)
In part on ship subsidies.

Borland, Solon. Speech, against the Collins line of steamers, and against special legislation—the doctrine of protection—and all monopolies. In the Senate of the United States, May 12 and 17, 1852.
Washington: Congressional Globe office, 1852. 24 pp. 8°

[**Bullowa,** Alfred L. M.] Government aid to American shipping.
[*New York, 1900?*] *16 pp. 8°* (*The Republican club of the city of New York. Document no. 57.*)

Burrows, Julius C. Our foreign trade.

(*In* Long, J. D., editor: The Republican party, pp. 219–230. New York, 1900. 8°.)

Cadoux, Gaston. Le trust de l'océan et les intérêts français.
Paris: Ch. Delagrave, 1902. 31 pp. 8°.
(Extrait de la Revue de géographie.)

Calkins, C. G. Our merchant marine; the causes of its decline, and the means to be taken for its revival.

(*In* United States Naval Institute. Proceedings, vol. 8, 1882, pp. 35–73.)

Canada. *Secretary of State.* Return [containing] a copy of the proceedings of the colonial conference at London, in 1887, so far as they relate to imperial postal and telegraphic communications through Canada. 153 pp.

(*In* Canada sessional papers, vol. 21, no. 17, doc. 76, Ottawa, 1888.)

Cass, Lewis. Speech on the Collins line of steamers. Delivered in the Senate of the United States, May 7, 1852.

[*Washington: Towers, 1852.*] *16 pp. 8°.*

Chadwick, F. E. Our merchant marine; the causes of its decline, and the means to be taken for its revival.

(*In* United States Naval Institute. Proceedings, vol. 8, 1882, pp. 75–120.)

——— *and others.* Ocean steamships. A popular account of their construction, development, management, and appliances. With illustrations.

New York: Charles Scribner's sons. 1891. xv, (1), 298 pp. 8°

CONTENTS.

The development of the steamship, by F. E. Chadwick; Speed in ocean steamers, by A. E. Seaton; The building of an "ocean greyhound," by William H. Rideing; Ocean passenger travel, by John H. Gould; The ship's company, by J. D. J. Kelley; Safety on the Atlantic, by William H. Rideing; The ocean steamship as a freight carrier, by John H. Gould; Steamship lines of the world, by Ridgely Hunt.

"The article by Chadwick gives a summary account of the Pacific mail, and Collins lines. Gould's article briefly considers the first ocean mail contract, subsidies, the Collins and other transatlantic lines."

Chamber of Commerce of the State of New York. *See* New York. Chamber of Commerce of the State of New York.

Chamberlain, Eugene Tyler. Our merchant marine.

(*In* Depew, Chauncey M., editor: One hundred years of American commerce. Vol. 1, pp. 38–41. New York, 1895. 4°.)

Chapman, Sidney J. The history of trade between the United Kingdom and the United States, with special reference to the effect of tariffs.

London: S. Sonnenschein, 1899. 116, (2) pp. Folded sheet, 12°

Codman, John. Are the interests of a few ship-builders more to be considered than the interests of commerce? An address delivered before the special committee of the House of Representatives on navigation interests. March 19, 1870.

Washington, D. C.: Gibson brothers, printers, 1870. 16 pp. 8°. (Free ships for foreign commerce, no. 5.)

——— Bounty to ship-builders and stock-jobbers not protection to commerce! Suggestions to the committee on navigation interests. Respectfully submitted to the Congress of the United States by an American shipmaster. 2d edition, with notes.

Washington, D. C.: Gibson brothers, printers, 1870. 33 pp. 8°. (Free ships for foreign commerce, no. 3.)

——— Free ships; the restoration of the American carrying trade.

New York: G. P. Putnam's sons, 1878. (2), 38 pp. 12°. Economic monographs, no. 6.)

——— A letter addressed to Hon. John Lynch, chairman of the special congressional committee of the United States Senate on the navigation interest: advocating the expediency of purchasing iron ships and steamers in Scotland, being the result of a recent visit and extended observation.

Boston: A. Williams & company, 1869. 32 pp. 8°. (Free ships for foreign commerce, no. 1.)

Codman, John. Review of a "Report to the Secretary of the Treasury in relation to the foreign commerce of the United States and the decadence of American shipping, by Joseph Nimmo, jr., chief of tonnage division, Treasury Department, January 31, 1870," showing that neither his suggestion nor the bill of the "special committee on navigation interests" proposes any adequate plan for its restoration. By an American shipmaster.

Washington, D. C.: Gibson brothers, printers, 1870. 13 pp. 8°. (Free ships for foreign commerce, no. 6.)

——— Review of the report of the special committee on navigation interests. By an American shipmaster.

Washington, D. C.: Gibson brothers, printers, 1870. 16 pp. 8° (Free ships for foreign commerce, no. 7.)

——— Shipping subsidies and bounties. A review of the plea for the further protection of the shipbuilding monopoly made by Representative Nelson Dingley, jr., of Maine. An address delivered before the Reform Club, New York City, Friday evening, Nov. 15, 1889.

(*In* The question of ships, G. P. Putnam's sons, New York, 1890. (2), 19 pp. 12°. Questions of the day, no. 64.)

———, *ed.* Free ships for foreign commerce.

[*Washington, 1870.*] *(2) pp. 7 Pamphlets. 8°.*

"These pamphlets are bound in the order of their publication for the purpose of placing before your respective committees the arguments used and facts represented on both sides, for and against the admission of foreign-built ships for foreign commerce to the privilege of the American Flag."

Congrès international de la marine marchande, 1900. Compte rendu des travaux et des séances.

Paris: A. Challamel, 1901. (2), 392 pp. 8°.

Contents include the following: Situation des marines marchandes, Angleterre, Allemagne, États-Unis d'Amérique, Norvège, Italie, Russie, etc., pp. 9–14; Les différents régimes de protection et d'encouragement à la marine marchande (communications, etc.), pp. 55–123; De la franchise douanière et de son influence sur la marine marchande, pp. 146–152; Quelle influence exercent les régimes douaniers sur la marine marchande, pp. 158–176.

Cramp, Charles H. American shipbuilding.

(*In* Depew, Chauncey M., editor: One hundred years of American commerce. Vol. 1, pp. 119–124. New York, 1895. 4°.)

Croll, James. Steam navigation and its relation to the commerce of Canada and the United States. With illustrations and portraits.

Toronto: William Briggs, 1898. 381 pp. 12°

The Collins line, pp. 103–106. The history of foreign subsidized lines is also treated.

Curtis, W. E. Trade and transportation between the United States and Spanish America.

Washington: Government printing office. 1889. xiii, 342 pp. 8°.

Reprint of Senate doc. no. 54 of 51st Congress, 1st session.

Pt. 2 contains reports on steamship lines, the policy of various countries in regard to the encouragement of a merchant marine by subsidies or otherwise, as follows:

1. The carrying trade of the world; 2. The United States postal service; 3. History of our foreign mail service; 4. The steamship policy of England; 5. The policy of Canada; 6. The policy of France; 7. The policy of Germany; 8. The policy of Spain; 9. The policy of Italy; 10. The policy of the Netherlands; 11. The policy of Belgium; 12. Other European countries; 13. Policy of the American nations; 14. Our steamship lines to Latin America; 15. The Pacific mail steam-ship company; 16. The Ward Line of steamers; 17. United States and Brazil mail steam-ship company; 18. The Red "D" line of steamers; 19. The proposed naval reserve; Appendix.

David, W. G. Our merchant marine: the causes of its decline, and the means to be taken for its revival.

(*In* United States Naval Institute. Proceedings, vol. 8, 1882, pp. 151–186.)

Dechesne, Laurent. L'expansion économique de la Belgique.

Bruxelles: P. Weissenbruch, 1900. 71 pp. 8°.

Foreign investments, colonial policy, merchant marine, discussed as forms of expansion; concluding with hope for "le réveil de l'esprit national."

Dingley, Nelson, jr. The American merchant marine.

(*In* Long, J. D., ed. The Republican party, pp. 207–218. New York, 1900. 8°.)

Estier, Henri. Des moyens de venir en aide à la marine marchande. Examen comparatif des solutions soumises à l'étude de la Commission extra-parlementaire de la marine marchande.

Marseille: Typographie et lithographie Barlatier, 1898. 5 parts in 1 vol. Colored diagrams. 4°.

Première partie: Résumé et conclusions. Deuxième partie: Étude.

Troisième partie: Annexes et pièces documentaires—*Annexe A.* Dires à la Commission extraparlementaire de la marine merchande (séances des 18 et 19 février 1898). Dires au Conseil Supérieur de la marine marchande (séances des 18 et 19 mars 1898 et séance plénière du conseil du 30 avril 1898.) *Annexe B.* Utilisation dans un but commercial de la surprime de navigation prévue par l'article 7 de la loi du 30 janvier 1893. *Annexe C.* Résumé et notes explicatives relatives aux dispositions proposées par M. Estier à la Sous-Commission constituée en vue d'étudier les diverses mesures préconisées comme modifications à la loi de 1893. Résumé général des diverses questions traitées. Compensation d'armement. Répartition de la prime de navigation. Utilisation commerciale de la surprime. Facilités à donner à la construction. Moyens de trésorerie. *Annexe D.* Dires de M. Chandèze, directeur du commerce, relativement à la surtaxe de pavillon. *Annexe F.* Nombre de tonneaux de jauge construits en France depuis 1881 ayant participé à la prime à la construction. *Annexe G.* Note sur l'évaluation des parcours moyens annuels. *Annexe K.* Tableaux des calculs effectués pour déterminer les sommes qui auraient été payées à la flotte ayant perçu la prime en 1896, les parcours restant les mêmes mais les taux étant ceux des divers systèmes proposés. *Annexe L.* Calculs des primes à payer à raison des accroissements de tonnage à prévoir. *Annèxe M.* Tableau récapitulatif du nombre et du tonnage des bâtiments construits en France ou provenant de l'étranger et francisés après la promulgation de la loi de 1881. *Annexe O.* Tableau de la marine marchande en France depuis 1872. *Annexe P.* Comparaison des primes et surprimes de navigation avec les subventions postales. *Annexe S.* Note sur la question de la marine marchande par M. Henry Bergasse.

Quatrième partie: Tableaux. Cinquième partie: Graphiques.

Farquhar, Arthur B., *and* Henry **Farquhar.** Economic and industrial delusions. A discussion of the case for protection.

G. P. Putnam's sons, New York, London, 1891, xiii, (1), 424 pp. Folded charts. 12°.

Subsidies to merchant vessels, pp. 9, 81, 135–150, 231, 315, 344.

Farrer, Thomas Henry, *Baron.* The state in its relation to trade.

London: Macmillan and co., 1883. xi, (1), 181 pp. 12°. (The English citizen.)

Merchant shipping, pp. 120–131.

——— *Same.* With supplementary chapter by Sir Robert Giffen.

London: Macmillan & co., 1902. xi, (1), 208 pp. 12°. (The English citizen.)

"Merchant shipping," pp. 147–158.

"To this new issue of Lord Farrer's concise practical treatise on the relations of the State with such commercial departments as railways, merchant shipping, patents, copyright, &c., a supplementary chapter has been supplied by Sir Robert Giffen, in which that gentleman comments on certain portions of the book by the light of some recent developments. The chapter merits serious attention, and the whole subject of the work is of special interest in these days of foreign competition, trusts, subsidised shipping, et eis similia."

Fleury, J. La marine marchande.

(*In* Guyot, Yves et A. Raffalovich. Dictionnaire du commerce, de l'industrie et de la banque, vol. 2, pp. 724–729. Paris, [1901]. 8°.)

"Les primes à la construction et à la navigation," p. 729.

Forbes, Robert B. On the establishment of a line of mail steamers from the western coast of the United States, on the Pacific, to China.

Boston: Boston Journal office, 1855. 16 pp. 8°.

France. Projet de loi sur la marine marchande. Nov. 14, 1899.

(*In* Annales de la Chambre des députés, Documents parlementaires, vol. 57, pp. 32–56. Paris, 1900.)

Contains history of the legislation in regard to the protection and encouragement of the merchant marine; Report of M. Henri Estier, Dec. 12, 1898, in three parts: Exposé general de la question de la marine marchande; Travaux de la commission extraparlementaire; Solutions proposées, viz. Compensation d'armement; Prime de navigation; with "Projet de résolution" and "Projet de lois" presented by the Commission.

——— Proposition de loi portant modification de la loi du 30 janvier 1893, sur la marine marchande. 12 avril 1900.

(*In* Annales de la Chambre des députés; Documents parlementaires, vol. 58, pp. 1066–1067. Paris, 1900.)

——— Rapport fait au nom de la commission du budget de 1900 chargée d'examiner le projet de loi sur la marine marchande, par M. Thierry.

(*In* Annales de la Chambre des députés. Documents parlementaires, vol. 59, pp. 4–22. Paris, 1901.)

Fry, Henry. The history of North Atlantic steam navigation; with some account of early ships and shipowners. With illustrations of ships and portraits of owners.

New York: C. Scribner's sons, 1896. xiv, 324 pp. Plates. 12°.

"The Collins line," pp. 67–74.

Galos, Henri. Enquête sur la marine marchande.

Paris: Amyot, 1865. (2), 84 pp. 8°

[**Gardner**, John.] Steam mail line to the West Indies, &c.

[*Washington, 1858.*] *12 pp. 8°.*

Caption-title.

Memorial "for a steam mail line to the West Indies, Brazil, and the Argentine Republics."

Garfield, James Abram. American shipping. Remarks made in the House of Representatives, February 1, 1866, and May 25, 1870.

(*In his* Works, vol. 1, pp. 118–125. Boston, 1882. 8°.)

Gilman, Arthur Scott. Protection for infant industries outgrown. 4 pp.

(*In* New England free trade league. Tariff-trust articles, 1900–1901. Boston, 1901. 8°.)

Ginsburg, Benedict William. Shipping subsidies.

(*In* Royal Statistical Society. Journal, vol. 64, Sept., 1901, pp. 461–484.)

Gladstone, William E. Free trade. Speech delivered . . . in the civil court of the town hall in Leeds . . October 8, 1881.

[*London*]: *Published by the National Press Agency*, [*1881*]. *20 pp. 8°.*

British and American shipping, pp. 16–20.

Glover, *Sir* John. On the statistics of tonnage during the first decade under the navigation law of 1849.

(*In* Royal Statistical Society. Journal, vol. 26, Mar., 1863, pp. 1–18.)

——— Tonnage statistics of the decades 1860–1870; 1870–1880; 1880–1890; 1891–1900.

(*In* Royal Statistical Society. Journal, vol. 35, June, 1872, pp. 218–230; vol. 45, Mar., 1882, pp. 37–81; vol. 55, June, 1892, pp. 205–243; vol. 65, Mar., 1902, pp. 1–46.)

Gollier, Théophile. Notre marine marchande.
Wavre: Brossart-Legrand, 1900. (*4*), *211 pp. Folded tables. 12°.*

Gives a history of the Belgian merchant marine, followed by a consideration of its state in 1897 and the causes for the same, with measures proposed to remedy it. Mail subsidies are also treated, and the volume ends with a presentation of the subject from an international point of view. Holds governmental intervention to be necessary.

Great Britain. *Admiralty.* Mails conveyance contract. Copy of any contract, proposal, or agreement entered into respecting the conveyance of the mails to the West Indies and America. Ordered, by the House of Commons, to be printed, 26 August 1839. 6 pp.

(*In* Great Britain. Parliament. Sessional papers 1839, vol. 46.)
"Contract with Cunard company."

——— ——— Copy of the contract whereby the mails to the West India islands are to be carried by steam navigation. Ordered, by the House of Commons, to be printed, 5 June 1840. 8 pp.

(*In* Great Britain. Parliament. Sessional papers, 1840, vol. 44.)

——— ——— Copies of tenders, and letters and statements accompanying such tenders, for performance of the mail services to India and Australia. Ordered, by the House of Commons, to be printed, 6 April 1852. 15 pp.

(*In* Great Britain. Parliament. Sessional papers, 1852, vol. 49.)

——— ——— Correspondence relative to the conveyance of mails to the west coast of Africa. Ordered, by the House of Commons, to be printed, 27 April 1852. 57 pp.

(*In* Great Britain. Parliament. Sessional papers, 1852, vol. 49.)

——— ——— Royal mail steam packets. A return of any existing contracts between the Government and the Royal mail company and Pacific steam navigation company, respectively; specifying the amount of annual grant to each company. Ordered, by the House of Commons, to be printed, 7 May 1852. 30 pp.

(*In* Great Britain. Parliament. Sessional papers, 1852, vol. 49.)

——— ——— Australian postal service. Copy of all tenders, and of all correspondence relating thereto for the Australian postal service, as now proposed to be performed. Ordered, by the House of Commons, to be printed 14 July 1856. 17 pp.

(*In* Great Britain. Parliament. Sessional papers, 1856, vol, 51.)

——— *Board of Trade.* Merchant shipping, 1897. Return to an order of the honourable the House of Commons, dated 23 June 1898;—for, Tables showing the progress of British merchant shipping. Ordered, by the House of Commons, to be printed, 23 June 1898. 61 pp.

(*In* Great Britain. Parliament. Sessional papers, 1898, vol. 83.)

——— ——— Merchant shipping, 1898. Return to an order of the honourable the House of Commons, dated 13 June 1899;—for, Tables showing the progress of British merchant shipping. Ordered, by the House of Commons, to be printed, 13 June 1899. 67 pp.

(*In* Great Britain. Parliament. Sessional papers, 1899, vol. 87.)

——— ——— Merchant shipping, 1900. Return to an order of the honourable the House of Commons, dated 5 August 1901;—for, Tables showing the progress of merchant shipping in the United Kingdom and the principal maritime countries. Ordered, by the House of Commons, to be printed, 6 August 1901. 69 pp.

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——— *Colonial office.* Copy of a dispatch from the Governor-General of Cauada, of Canada, transmitting a memorandum from his executive council upon the operation of the navigation laws upon the province of Canada. Ordered, by the House of Commons, to be printed, 9 June 1848. 6 pp.

(*In* Great Britain. Parliament. Sessional papers, 1847-48, vol. 59.)

——— ——— Copies of extracts of any correspondence, petitions or memorials relative to the repeal of the navigation laws, which may have been sent home by the governor of New Brunswick. Ordered, by the House of Commons, to be printed, 22 August 1848. 5 pp.

(*In* Great Britain. Parliament. Sessional papers, 1847-48, vol. 59.)

——— ——— Correspondence between the governor-general of Canada and the secretary of state for the colonial department upon the operation of the navigation laws. Presented to both houses of Parliament by command of Her Majesty, July, 1848. 17 pp.

(*In* Great Britain. Parliament. Sessional papers, 1847-48, vol. 59.)

——— ——— Correspondence between the governor-general of Canada and the secretary of state for the colonial department, upon the operation of the navigation laws. In continuation of the papers presented to both houses of Parliament by command, July 1848. Presented to both houses of Parliament by command of Her Majesty, February 1849, 2nd March 1849, and 9th March 1849. 3 pts.

(*In* Great Britain. Parliament. Sessional papers, 1849, vol. 51.)

——— *Foreign office.* Correspondence with the minister from the United States respecting the navigation laws. Presented to the House of Commons by command of Her Majesty. 1848. (3) pp.

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——— ——— Correspondence with foreign states relative to the proposed relaxation of the British navigation laws. Presented to the House of Commons by command of Her Majesty, February 28, 1849, March and April 1849. 5 pts.

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(*In* Great Britain. Parliament. Sessional papers, 1849, vol. 51.)

——— ——— Germany. Extension of German subidised mail steamers to South Africa. Presented to both Houses of Parliament by command of Her Majesty, August 1900. 11 pp. 8°.

(*In* Great Britain. Diplomatic and Consular Reports. Miscellaneous series, No. 536, 1900.)

——— ——— Japan. Report for the year 1899 on the trade of the consular district of Tainan (South Formosa). Reference to previous report, annual series No. 2341. Presented to both houses of Parliament by command of Her Majesty, January 1901. 27 pp.

(*In* Great Britain. Diplomatic and Consular Reports. Annual series, No. 2544, 1901.) "Subsidies to Japanese steamship companies," pp. 15-16.

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(*In* Great Britain. Diplomatic and Consular Reports. Annual series, No. 2796, 1902.) "Subsidies to shipping companies," pp. 13–14.

——— ——— Japan. Supplementary report for the year 1901 on the trade of the consular district of Tainan (South Formosa). Reference to previous report, annual series No. 2796. Presented to both houses of Parliament by command of His Majesty, October 1902. 16 pp.

(*In* Great Britain. Diplomatic and Consular Reports. Annual series. No. 2908, 1902.) "Subsidies to shipping companies," pp. 8–9.

——— ——— *Commercial, no. 12 (1881).* Report by Sir E. Thornton, relative to the measures submitted to Congress for assisting the shipping interests of the United States. Presented to both Houses of Parliament by command of Her Majesty, 1881. 29 pp.

(*In* Great Britain. Parliament. Sessional papers, 1881, vol. 82.)

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(*In* Great Britain. Parliament. Sessional papers, 1896, vol. 84.)

——— ——— *Commercial, no. 2 (1898).* Further reports by Her Majesty's representatives abroad on bounties on the construction and running of ships paid by the state in the countries in which they reside. iv, 116 pp.

(*In* Great Britain. Parliament. Sessional papers, 1898, vol. 92.)

——— ——— *Commercial, no. 4 (1901).* Reports from His Majesty's representatives abroad respecting bounties on ship-building, &c. Presented to both houses of Parliament by command of His Majesty June, 1901. (2), 92 pp.

——— *Parliament.* Report of the committee on mercantile cruisers. Presented to both houses of Parliament by command of His Majesty. 1902. v pp.

The reconsideration of the principles on which subsidies had been granted to British steamship companies was before the committee.

——— ——— *House of Commons.* Mails conveyance. Royal mail steam-packet company charter. 1840. Ordered, by the House of Commons, to be printed, 11 May 1840. 5 pp.

(*In* Great Britain. Parliament. Sessional papers, 1840, vol. 44.)

Great Britain. *Parliament. House of Commons.* Report of the select committee on British shipping; together with the minutes of evidence, appendix and index. Ordered, by the House of Commons, to be printed, 25 July 1844. iv, 274 pp.

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——— ——— ——— Reports 1–5 [with index], from the select committee on navigation laws; together with the minutes of evidence taken before them. Ordered, by the House of Commons, to be printed, 26 March–17 July 1847. [iii], (1), 173; [iii], (1), 20; [iv], 160; [iv], 200; [viii], 159; viii, 102 pp.

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(*In* Great Britain. Parliament. Sessional papers, 1849, vol. 12.)

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——— ——— ——— Report from the select committee on conveyance of mails by railways; together with the proceedings of the committee, minutes of evidence, and appendix. Ordered, by the House of Commons, to be printed, 25 July 1854. xl, 606, vi, 85 pp.

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(*In* Great Britain. Parliament. Sessional papers, 1859, vol. 6.)

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"Appointed to inquire into the manner in which contracts extending over periods of years have from time to time been formed or modified by Her Majesty's Government with various steam packet companies for the conveyance of mails by sea; . . . together with any recommendations as to rules to be observed hereafter by the Government in making contracts."

Great Britain. *Parliament. House of Commons.* Report from the select committee on merchant shipping; together with the proceedings of the committee, minutes of evidence, appendix, and index. Ordered, by the House of Commons, to be printed, 7 August, 1860. lxxv, (1), 886 pp.

(*In* Great Britain. Parliament. Sessional papers, 1860, vol. 13.)
"The policy of the repeal of the Navigation Laws and of the expediency of reconsidering that much-contested measure, has been prominently brought under the notice of Your Committee; but whatever may have been the complaints preferred against the policy of the repeal of these laws in its general tendency, not one of the witnesses examined before Your Committee has proposed to recur, in its entirety, to the restrictive system which prevailed previously to 1850 . . . The question, however, of the expediency of requiring foreign powers having colonial possessions to reciprocate every advantage to our navigation, which Great Britain has accorded unconditionally to them, is one which demands peculiar attention."

——— ——— ——— Report from the select committee on the Royal Atlantic steam navigation company; together with the proceedings of the committee, minutes of evidence, appendix and index. Ordered, by the House of Commons, to be printed, 23 July, 1861. xxxii, 343 pp.

(*In* Great Britain. Parliament. Sessional papers, 1861, vol. 12.)
See under "subsidies," pp. 332–333, and "financial difficulties," p. 311.

——— ——— ——— Report from the select committee on mail contracts; together with the proceedings of the committee, minutes of evidence, and appendix. Ordered, by the House of Commons, to be printed, 23 March, 1869. xviii, 196 pp. Index (2), 29 pp.

(*In* Great Britain. Parliament. Sessional papers, 1868–9, vol. 6.)
The evidence relative to subsidies is arranged as follows in the index:
1. Evidence opposed to the system of public subsidies, with reference more especially to the American service.
2. Evidence in explanation and defense of the subsidies in questions.
3. Conclusion of the committee adverse to fixed subsidies for a term of years.

——— ——— ——— Report from the select committee on steamship subsidies; together with the proceedings of the committee, minutes of evidence, appendix, and index. Ordered, by the House of Commons, to be printed, 1 August, 1901. xii, 369 pp.

Also ordered printed by the House of Lords, Aug. 17, 1901.

Appendix includes, among other documents, the following: Correspondence, October 17, 1895–April 1, 1896, respecting the subsidizing by the Norwegian Government of steamers running between Norwegian and British ports; contract between German Government and North German Lloyd regarding subsidised steamship lines to Eastern Asia and Australia (September, 1898); contract with the East Africa Company (July, 1900); list of mail ship service performed for fixed yearly payments, June 25, 1901; copy of a tabular statement prepared in the German post-office concerning German mail ship service performed for fixed yearly payments, June 25, 1901; Government assistance given to foreign mercantile marine, Germany, United States, France, Russia, June 27, 1901; merchant cruiser subventions, June 27, 1901; Deutsche Levant line, June 27, 1901; tables of subsidies, July 23, 1901; the new French shipping subsidy law, July 25, 1901; notes on subsidised steamship companies in Germany, July 25, 1901; French navigation bounties, summary statement showing the number and tonnage of wooden and iron vessels participating in the bounties, and the total amounts of bounties allowed in each of the years from 1894 to 1899 inclusive, July 25, 1901; French bounties on the construction of shipping, subsidies to the mercantile marine construction bounties (Law of 30th January, 1893), general statement of bounties granted from 1894 to 1899; in the Senate of the United States, a bill to promote the commerce and increase the foreign trade of the United States and to provide auxiliary cruisers, transports, and seamen for Government use when necessary, December 7, 1900; notes on subsidised steamship companies in Germany, July 30, 1901; conditions on which subsidies are granted to shipping in France; conditions on which shipping subsidies are granted in Italy; comparison of the system of subsidising, Great Britain, France, Russia, Germany, United States,

Great Britain. *Parliament. House of Commons.*

August 1, 1901; subsidies received by companies taking mails to the East; subsidies paid for transatlantic service, Great Britain, France, United States; comparison of German agreements for subsidising steamers with the British Admiralty agreement, August 1, 1901.

——— ——— Report from the select committee on steamship subsidies; together with the proceedings of the committee, minutes of evidence, appendix and index. Ordered, by the House of Commons, to be printed, 3 December 1902. ixxxiv. 311 pp.

Also ordered printed by the House of Lords, July 28, 1902.

The committee report is a summarized statement of the character and amount of subsidies in Germany, France, Russia, Austria, Hungary, Italy, Holland, Sweden, Norway, Denmark, Belgium, and Japan. Attention is paid to the system of preferential railway rates in Germany, and the American subsidy bill of 1902 is characterized. Various conditions of foreign subsidies are given with comparisons of some of the conditions of foreign subsidy contracts. The effects of foreign subsidies on British trade are also considered. These subjects are treated in greater detail in the minutes of evidence.

——— ——— *House of Lords.* 1st–3d reports from the select committee of the House of Lords, appointed to examine into the policy and operation of the navigation laws, together with minutes of evidence, appendix, and index. Ordered, by the House of Commons, to be printed, 19 May, 23 June, 5 Sept. 1848. (4), 1,087 pp.

(*In* Great Britain. Parliament. Sessional papers, 1847–48, vol. 20, pt. 2.)

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(*In* Great Britain. Parliament. Sessional papers, 1863, vol. 31.)

Appended are contracts of the year 1863.

——— ——— Return, "showing particulars of existing contracts for post office packet service; the amount contributed by India or the colonies towards the cost of the service; the estimated amount of sea postage (British share); the estimated loss on the service; the rate of postage per single letter; the estimated number of letters carried by the packets in both directions in 1870, and the estimated gross postage on those letters." Ordered, by the House of Commons, to be printed, 26 April 1871. 3 pp.

(*In* Great Britain. Parliament. Sessional papers, 1871, vol. 37.)

——— ——— Return "showing particulars of existing contracts for post office packet service; the amount contributed by India or the colonies towards the cost of the service; the estimated amount of sea postage (British share); the estimated loss on the service; the rate of postage per single letter; the estimated number of letters carried by the packets in both directions in 1871 and 1872; and the estimated gross postage on those letters." Ordered, by the House of Commons, to be printed, 24 March 1874. 3 pp.

(*In* Great Britain. Parliament. Sessional papers, 1874, vol. 35.)

——— ——— Copy "of all correspondence between the Postmaster General and the Royal Steam Packet Company, between the 5th day of February 1874 and the present date, relating to the contract for the conveyance of the mails for five years, from January 1875." Ordered, by the House of Commons, to be printed, 14 July 1874. 37 pp.

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(*In* Great Britain. Parliament. Sessional papers, 1856, vol. 51.)

——— Papers in regard to the application of the Atlantic royal mail steam navigation company, for a renewal of their contract for the conveyance of mails between this country and North America. Ordered, by the House of Commons, to be printed, 23 February, 20 March and 13 July, 1863. 37, 2, 28 pp.

(*In* Great Britain. Parliament. Sessional papers, 1863, vol. 30.)

——— Copy "of correspondence on the subject of providing postal communication with the West Indies &c., on the termination of the contract with the Royal mail steam packet company under which the service is now performed." Ordered, by the House of Commons, to be printed, 19 May 1874. 40 pp.

(*In* Great Britain. Parliament. Sessional papers, 1874, vol. 35.)

——— Statement showing the names of the contractors, the amounts paid, and the rates of payment, in respect of the conveyance of mails from the United Kingdom to the United States, for each year from 1868 to 1877 inclusive. Ordered, by the House of Commons, to be printed, 15 March 1878. 2 pp.

(*In* Great Britain. Parliament. Sessional papers. 1878, vol. 46.)

——— Contract, dated the 18th day of March 1887, for the conveyance of the East India and China mails, together with the minute of the treasury with regard thereto. Ordered by the House of Commons, to be printed, 21 March 1887. 18 pp.

(*In* Great Britain. Parliament. Sessional papers, 1887, vol. 49.)

——— Two contracts, dated the 3rd day of May 1887, with the Cunard Steamship Company, Limited, and with the Oceanic Steam Navigation Company, Limited, for the conveyance of the American mails, together with the minute of the treasury with regard thereto. Ordered, by the House of Commons, to be printed, 23 May 1887. 12 pp.

(*In* Great Britain. Parliament. Sessional papers, 1887, vol. 49.)

——— Contracts with the Peninsular and Oriental Steam Navigation Company, dated the 19th day of January 1888, and the Orient Steam Navigation Company, dated the 23rd day of January 1888, for the conveyance of the Australian mails, together with the treasury minute relating thereto. Ordered, by the House of Commons, to be printed, 26 March 1890. 23 pp.

(*In* Great Britain. Parliament. Sessional papers, 1890, vol. 41.)

——— Contract with the British India Steam Navigation Company, dated the 5th day of February 1890, for the conveyance of mails between London and east coast of Africa (Zanzibar), together with the treasury minute relating thereto. Ordered, by the House of Commons, to be printed, 14 April 1890. 14 pp.

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——— Contract, dated the 15th day of May 1890, with the Royal Mail Steam Packet Company, for the conveyance of mails to the West Indies, together with the treasury minute relating thereto. Ordered, by the House of Commons, to be printed, 16 June 1890. 16 pp.

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(*In* Great Britain. Parliament. Sessional papers, 1893–94, vol. 50.)

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1859. Carmick and Ramsey. Message from the President of the United States, transmitting reports from the secretary of the treasury and the postmaster general, with accompanying papers, in answer to a resolution of the House asking what action, if any, has been taken for the adjustment of damages due Carmick & Ramsey. Jan. 8, 1859. 221, (3) pp. 8°
35th Congress, 2d session. House executive document no. 30.

1860. Estimates—ocean steamship mail service. Letter from the postmaster general, transmitting estimates for carrying the mails between the United States and foreign countries and the Atlantic and Pacific coasts during the year ending June 30, 1860. 4 pp. 8°.
35th Congress, 2d session. House executive document no. 69.

1860. Report of the postmaster general, communicating, in compliance with a resolution of the Senate, copies of the contracts of Daniel H. Johnson and Cornelius Vanderbilt, for transporting the mails between New York, New Orleans, and San Francisco, via the Isthmus, together with the correspondence relating thereto. May 4, 1860. 44 pp. 8°
36th Congress, 1st session. Senate executive document no. 45.

1860. Report of the postmaster general, communicating, in compliance with a resolution of the Senate, further information in relation to the contracts with Daniel H. Johnson and Cornelius Vanderbilt, for temporary mail service between New York and San Francisco, and New Orleans and San Francisco, via the Isthmus. May 26, 1860. 1 page. 8°.
36th Congress, 1st session. Senate executive document no. 47.

1860. Atlantic and Pacific mails. Message from the President of the United States, in reference to the transportation of the mails between the Atlantic and Pacific ports. June 23, 1860. 1 page. 8°.
36th Congress, 1st session. House executive document no. 99.

1861. Memorial of the Chamber of Commerce of New York, praying that the aid of the Government may be granted for the establishment of a line of mail steamers through the waters of the Pacific ocean to the populous cities of the Eastern world. Jan. 9, 1861. 4 pp. 8°.
36th Congress, 2d session. Senate miscellaneous document no. 10.

1862. Memorial of the Chamber of Commerce, San Francisco, praying the establishment of a steam mail line from San Francisco to Japan and China. Jan. 2, 1862. 5 pp. 8°.
37th Congress, 2d session. Senate miscellaneous document no. 25.

1862. Resolutions of the legislature of California, remonstrating against the taxation of mining claims for the financial benefit of the general government; in favor of continuing the overland mail service, and that the federal government transfer from the overland route all printed postal matter other than the letter mail to a steamship line by way of the Isthmus of Panama; and, in addition, that the pony express be restored. Apr. 10, 1862. 2 pp. 8°.
37th Congress, 2d session. Senate miscellaneous document no. 85.

1862. Steamship line to Aspinwall. Letter of the postmaster general in relation to carrying the South Pacific mails by the steamship line to Aspinwall. Mar. 5, 1862. 2 pp. 8°.
37th Congress, 2d session. House miscellaneous document no. 52.

1862. Mail line between San Francisco and Japan and China. Resolutions of the legislature of California, praying the establishment of a mail line between San Francisco and Japan and China. 1 page. 8°.
37th Congress, 2d session. House miscellaneous document no. 55.

1864. Report of the secretary of the treasury, communicating in compliance with a resolution of the Senate of the 12th of March, 1863, a statistical and general report upon the value and present condition of our foreign and domestic commerce. June 25, 1864. 222 pp. Folded map. 8°.
38th Congress, 1st session. Senate executive document no. 55.

Steam tonnage in the foreign trade of the United States, etc., pp. 55–78.

1864. United States steam vessels. Letter from the secretary of navy, in answer to a resolution of the House of the 6th instant, transmitting a list of United States steam vessels suitable for carrying mails to and from foreign ports. June 21, 1864. 2 pp. 8°.
38th Congress, 1st session. House executive document no. 100.

1864. Ocean steam navigation. Minority report of one of the committee on commerce, to whom was referred the memorial of the Chamber of Commerce of the State of New York and others, in relation to ocean steam navigation. June 11, 1864. 15 pp. 8°.
38th Congress, 1st session. House report no. 109.

Supplemented by a statement of the views of another member of the committee on commerce, and also by an appendix giving the "Prayer to Congress annexed to the valuable and comprehensive memorial of the Chamber of Commerce of the State of New York on ocean steam navigation, January, 1864."

1866. Report from the committee on post offices and post roads, to whom was referred Senate joint resolution no. 98, to amend an act to authorize the establishment of ocean mail steamship service between the United States and China. June 12, 1866. 31 pp. 8°.
39th Congress, 1st session. Senate rep. com. no. 116.

1866. Mercantile marine. Letter from the secretary of the treasury, in answer to a resolution of the House, February 23, 1865, relative to the decrease of our mercantile marine, suggesting remedial legislation. Jan. 19, 1866. 2 pp. 8°.
39th Congress, 1st session. House executive document no. 25.

1866. Registered foreign vessels. Letter from the secretary of the treasury, in answer to a resolution of the House, transmitting a list of all vessels, once foreign, which have received American registers in the year 1865. Jan. 24, 1866. 3 pp. 8°.
39th Congress, 1st session. House executive document no. 28.

1866. Mail steamship service to Brazil. Message from the President of the United States, in answer to a resolution of the House of 14th instant, relative to proposed mail steamship service to Brazil. May 28, 1866. 23 pp. 8°.
39th Congress, 1st session. House executive document no. 121.

1867. Resolutions of the legislature of Maine, in relation to the ship-building interests of Maine. Feb. 21, 1867. 1 page. 8°.
39th Congress, 2d session. Senate miscellaneous document no. 36.

1867. Mail service by ocean Brazilian steamers. Letter from the postmaster general, in answer to a resolution of the House of 10th December, transmitting a report relative to the mail service performed by the ocean Brazilian steamers. Jan. 11, 1867. 3 pp. 8°.
39th Congress, 2d session. House executive document no. 33.

1867. Mail steamships between the United States and Liberia. Resolution of the legislature of Vermont, in favor of the establishment of a line of steamships between the United States and Liberia. Dec. 16, 1867. 1 page. 8°.
40th Congress, 2d session. House miscellaneous document no. 16.

1868. Mercantile marine and commercial policy of Great Britain. Message from the President of the United States [etc.]. May 11, 1868. 29 pp. 8°.
40th Congress, 2d session. House executive document no. 233.

Consists of reports by F. H. Morse, consul at London. The caption of Morse's report of 1868 is "The foreign maritime commerce of the United States—its past, present, and future."

1868. Brazil mail steamships. Letter from the secretary of the treasury, transmitting statement of the sums paid without protest on the vessels of the United States and Brazil mail steamship company at the port of New York, amounting to $7,611.10. June 23, 1868. 3 pp. 8°.
40th Congress, 2d session. House executive document no. 311.

1868. Mail service on the Pacific. Memorial of the Territorial legislature of Washington, praying mail service by sea from San Francisco, California, to Olympia, Washington Territory. Jan. 23, 1868. 1 page. 8°.
40th Congress, 2d session. House miscellaneous document no. 36.

1868. Shipping interest of Maine. Resolutions of the legislature of Maine, relative to the shipping interest of the State. Feb. 3, 1868. 4 pp. 8°.
40th Congress, 2d session. House miscellaneous document no. 70.

1868. Steamships to Liberia. Resolutions of the legislature of Pennsylvania, relative to establishing a line of steamships from the United States to Liberia, in Africa. Mar. 16, 1868. 2 pp. 8°.
40th Congress, 2d session. House miscellaneous document no. 104.

1868. Line of steamships between New York, Southampton, and Bremen. Petition of John A. Baxter and others, submitting propositions for and asking aid to establish a line of steamships to carry the United States mails between New York, Southampton, and Bremen. June 1, 1868. 5 pp. 8°.
40th Congress, 2d session. House miscellaneous document no. 135.

1869. Colonial trade and fisheries—Coast of British provinces. Letter from the secretary of the treasury, in answer to a resolution of the House of the 5th instant, transmitting report of E. H. Derby, relative to the fisheries on the coast of the British provinces. Feb. 8, 1869. 54 pp. 8°.
40th Congress, 3d session. House executive document no. 75.

British and American steam navigation, etc., pp. 25–27, 29–30, 49–54.

1870. Letter from the secretary of the treasury, communicating, in compliance with a resolution of the Senate of January 11, 1870, a statement of the number of foreign-built vessels, under enrollment or register, now employed in the commerce of the United States. Apr. 29, 1870. 8 pp. 8°.
41st Congress, 2d session. Senate executive document no. 83.

1870. Message of the President of the United States, calling the attention of Congress to the necessity of the passage of certain measures before the adjournment of the session. July 15, 1870. 2 pp. 8°.
41st Congress, 2d session. Senate executive document no. 115.

Largely on "the importance of some legislation ending to enlarge the commercial marine of this country."

1870. Memorial of the anti-coolie and anti-monopoly association of San Francisco, California, remonstrating against granting a subsidy to the Pacific Steamship Company for carrying the mail between San Francisco and China and Japan. Feb. 1, 1870. 2 pp. 8°.
41st Congress, 2d session. Senate miscellaneous document no. 34.

1870. Report from the committee on post offices and post roads [on mail steamship service to Mexico]. May 5, 1870. 3 pp. 8°
41st Congress, 2d session. Senate report no. 149.

1870. Foreign commerce and decadence of American shipping. Report of chief of the division of tonnage in the treasury department [Joseph Nimmo, jr.]. Feb. 3, 1870. 62 (2) pp. Statistical charts. 8°.
41st Congress, 2d session. House executive document no. 111.

1870. Report from the select committee appointed by resolution of the House of Representatives March 22, 1869, "to inquire into and report at the next session of Congress the causes of the great reduction of American tonnage engaged in the foreign carrying trade, and the great depression of the navigation interests of the country, and also to report what measures are necessary to increase our ocean tonnage, revive our navigation interests, and regain for our country the position it once had among the nations as a great maritime power." Feb. 17, 1870. 294 pp. 8°.
41st Congress, 2d session. House report no. 28.

1871. Memorial of the Chamber of Commerce of San Francisco, praying the establishment of ocean mail steamship service between the United States and Australia. Jan. 10, 1871. 4 pp. 8°.
41st Congress, 3d session. Senate miscellaneous document no. 19.

1871. Memorial of citizens of the United States, praying for legislation looking to the establishment of lines of American steamships between the United States and Europe. Jan. 26, 1871. 6 pp. 8°.
41st Congress, 3d session. Senate miscellaneous document no. 35.

1871. Resolutions of the Chamber of Commerce of New Orleans, in favor of an appropriation for postal steamship service between that city and foreign countries. Jan. 26, 1871. 1 page. 8°.
41st Congress, 3d session. Senate miscellaneous document no. 36.

1871. Bounties on articles used in constructing steam and sailing ships. Resolutions of the council of the city of Chester, Pennsylvania, asking Congress to allow bounties on all articles of domestic manufacture used in construction of steam and sailing vessels engaged in foreign commerce equivalent to duties paid on imported articles used in building American vessels, etc. Feb. 20, 1871. 2 pp. 8°.

41st Congress, 3d session. House miscellaneous document no. 97.

1871. Mail steamship service in the Gulf of Mexico. Report from the select committee on the causes of the reduction of American tonnage. Jan. 17, 1871. 5 pp. 8°.

41st Congress, 3d session. House report no. 18.

1872. Memorial of the National Board of Trade in favor of legislation to facilitate the restoration of American tonnage. Mar. 7, 1872. 2 pp. 8°

42d Congress, 2d session. Senate miscellaneous document no. 105.

1872. Memorial of the United States and Brazil mail steamship company, asking increased mail steamship service between the United States and Brazil. Apr. 9, 1872. 3 pp. 8°.

42d Congress, 2d session. Senate miscellaneous document no. 129.

1872. Resolution of the legislature of California, in favor of an increase of the ocean mail steamship service between San Francisco, Japan, and China. Apr. 15, 1872. 1 page. 8°.

42d Congress, 2d session. Senate miscellaneous document no. 135.

Also printed as Senate miscellaneous document no. 159 of the same Congress and session.

1872. Report of the committee to whom Senate bill no. 49 was referred. Jan. 18, 1872. 5 pp. 8°.

42d Congress, 2d session. Senate report no. 19.

Recommends the passage of a bill authorizing the establishment of ocean steamship service between the United States, New Zealand, and Australia, touching at various islands in the Pacific Ocean; the service to consist of thirteen round voyages per annum.

1872. Report from the committee on post offices and post roads, to whom was referred a bill authorizing an increase of United States mail steamship service between San Francisco and China. Feb. 8, 1872. 6 pp. 8°.

42d Congress, 2d session. Senate report no. 33.

1872. Report from the committee on post-offices and post-roads, to which was referred Senate bill no. 507, to authorize the establishment of ocean mail steamship service between the United States and Mexico. Feb. 23, 1872. 2 pp. 8°.

42d Congress, 2d session. Senate report no. 48.

1872. Report from the committee on post-offices and post-roads, to whom were referred the memorial and supplementary memorial of the United States and Brazil mail steamship company. April 26, 1872. 4 pp. 8°.

42d Congress, 2d session. Senate report no. 160.

1872. Report from the committee on post-offices and post-roads, to whom was referred Senate bill no. 706, to authorize the continuance of mail steamship service between the United States and Cuba. May 2, 1872. 3 pp. 8°.

42d Congress, 2d session. Senate report no. 168.

1872. Report from the committee to whom was referred the letter of the secretary of the navy, recommending the proposals of the International Steamship Company for creating dock and building yards; the resolution of the

Merchants' Exchange of Saint Louis, in favor thereof, and petitionary for a like yard in the West; the memorial of the Board of Trade of Baton Rouge, and the petitions of citizens of Memphis and other cities, and citizens of the valley of the Mississippi, for the same object; and the proposals of the Western Iron-Ship and Boat-Building Company. May 9, 1872. 5 pp. 8°.

42d Congress, 2d session. Senate report no. 179.

1872. Registration of foreign-built vessels. Letter from the secretary of the treasury, transmitting draught of a bill entitled "A bill to provide for the registration of foreign-built vessels owned by citizens of the United States." Mar. 15, 1872. 3 pp. 8°.

42d Congress, 2d session. House executive document no. 194.

1872. Commerce between the United States and British possessions. Message from the President of the United States, in answer to a resolution of May 14, transmitting letter from the postmaster general relative to carrying mails between the United States and certain British colonial possessions. June 7, 1872. 2 pp. 8°.

42d Congress, 2d session. House executive document no. 319, pt. 2.

1872. Shipping interests of Maine. Resolutions of the legislature of Maine relating to the shipping interests. Mar. 11, 1872. 2 pp. 8°.

42d Congress, 2d session. House miscellaneous document no. 111.

1872. Ship-building and mercantile interests. Resolutions of the legislature of Maine, in relation to ship-building and mercantile interests. Mar. 11, 1872. 1 page. 8°.

42d Congress, 2d session. House miscellaneous document no. 113.

1872. Foreign-built vessels. Memorial of the Philadelphia Board of Trade, protesting against any enactment permitting the unrestricted purchase of foreign-built vessels, as against the interests of American shipping and commerce. Apr. 23, 1872. 2 pp. 8°.

42d Congress, 2d session. House miscellaneous document no. 200.

1873. Memorial of the United States and Brazil Mail Steamship Company, asking an increase of mail service between New York and Rio de Janeiro. Jan. 7, 1873. 3 pp. 8°.

42d Congress, 3d session. Senate miscellaneous document no. 24.

1873. Resolution [authorizing and directing the committee on commerce to investigate and report upon the subject of subsidies to steamship lines, etc.] Mar. 14, 1873. 1 page. 8°.

43d Congress, Special session. Senate miscellaneous document no. 3.

1874. Memorial of bankers, merchants, and others, citizens of San Francisco, remonstrating against the withdrawal of the increased subsidy granted to the Pacific Mail Steamship Company for ships plying between China, Japan, and San Francisco. May 11, 1874. 2 pp. 8°.

43d Congress, 1st session. Senate miscellaneous document no. 102.

1874. Report of the committee on commerce, to whom was referred the resolution of the legislature of California, remonstrating against granting additional subsidy to the Pacific Mail Steamship Company. Apr. 17, 1874. 8 pp. 8°.

43d Congress, 1st session. Senate report no. 286.

Unfavorable to additional subsidy. Includes a copy of the contract for additional mail-service between the United States and Japan and China.

1874. Report of the committee on naval affairs, to whom Senate resolution was referred instructing them "to inquire whether or not the steamships employed in the ocean mail-steamship service between the United States and China, under the acts of February 17, 1865, and of June 1, 1872, have been subjected to inspection and surveyed by a United States naval constructor, and so constructed as to be readily adapted to the armed naval service of the United States in case of war, the utility of the vessels for such service, and whether any further legislation is necessary to secure to the United States the right to take said steamships for the use of the Government in case of war, as provided by said acts." June 15, 1874. 4 pp. 8°.

43d Congress, 1st session. Senate report no. 452.

1874. Report of the committee on post-offices and post roads [on additional semi-monthly mail service between San Francisco, Japan, and China]. June 20, 1874. 4 pp. 8°.

43d Congress, 1st session. Senate report no. 468.

1874. Merchant marine. Memorial of the Chamber of Commerce of New York relative to the merchant marine. Jan. 14, 1874. 2 pp. 8°.

43d Congress, 1st session. House miscellaneous document no. 69.

1874. China mail-service. Letter from the postmaster general to the committee on post-offices and post-roads, inclosing a copy of all papers and correspondence relating to the additional monthly mail-service on the China line of steamers. Jan. 16, 1874. 37 pp. 8°.

43d Congress, 1st session. House miscellaneous document no. 74.

Includes a copy of sections 3 and 6 of the act making appropriations for the service of the Post-Office Department for the year ending June 30, 1873; a copy of the advertisements issued by the postmaster-general in inviting proposals for the additional monthly mail-service to Japan and China; a copy of the proposal made by the Pacific Mail Steamship Company; copies of the contracts executed by the company for the performance of the required additional monthly service; and copies of all the correspondence with the Post-Office Department in relation to the matter.

1874. Pacific Mail Steamship Company. Resolution of the legislature of California requesting Congress to oppose any further subsidy to the Pacific Mail Steamship Company. Mar. 20, 1874. 2 pp. 8°.

43d Congress, 1st session. House miscellaneous document no. 213.

1874. China mail-service. Testimony taken by the committee on appropriations, and the committee on the post-office and post-roads, upon the additional monthly mail-service to China and Japan. Apr. 21, 1874. 50 pp. 8°.

43d Congress, 1st session. House miscellaneous document no. 255.

1874. China mail-service. Remonstrance of the Chamber of Commerce of San Francisco, California, and business interests of California, against the cancellation of the contract of the post office department for China mail service. May 11, 1874. 2 pp. 8°.

43d Congress, 1st session. House miscellaneous document no. 275.

1874. American-built ships. Resolution of the legislature of Pennsylvania in favor of the fostering, in every manner, of building American ships by American mechanics, of American materials. May 20, 1874. 1 page. 8°

43d Congress, 1st session. House miscellaneous document no. 280.

1874. Pacific Mail Steamship Company. Report from the committee on the post-office and post-roads. May 19, 1874. 3 pp. 8°.

43d Congress, 1st session. House report no. 598.

1874. Pacific Mail Steamship Company. China mail service. [Minority] report of the committee on the post-office and post-roads. June 22, 1874. 6 pp. 8°.
43d Congress, 1st session. House report no. 598, part 2.

1874. American ship-building and China mail-service. Report from the committee on commerce. June 22, 1874. 9 pp. 8°.
43d Congress, 1st session. House report no. 782.

Adverse report on the recommendation to make changes in the existing laws, etc., relative to ship-building and the China mail service.

1874. Pacific Mail Steamship Company. Letter from the postmaster-general to Hon. James N. Tyner, relative to the contract with the Pacific Mail-Steamship Company for an additional monthly mail between San Francisco and China and Japan, etc. Dec. 8, 1874. 5 pp. 8°.
43d Congress, 2d session. House miscellaneous document no. 4.

1875. Memorial of the Pacific Mail Steamship Company, remonstrating against the repeal of the act approved June 1, 1872, granting a subsidy for mail-service between San Francisco, Japan, and China, and praying for an appropriation to carry said subsidy into effect. Feb. 13, 1875. 58 pp. 8°.
43d Congress, 2d session. Senate miscellaneous document no. 83.

1875. Memorial of John Roach, remonstrating against the cancellation of the contract for a semi-monthly mail to China and Japan. Feb. 12, 1875. 4 pp. 8°.
43d Congress, 2d session. Senate miscellaneous document no. 85.

1875. Memorial of bankers, merchants, and others of New York City, remonstrating against annulling the contract with the Pacific Mail Steamship Company for mail-service between San Francisco, China, and Japan. Feb. 17, 1875. 2 pp. 8°.
43d Congress, 2d session. Senate miscellaneous document No. 94.

1875. Memorial of the Board of trade, manufacture, and agriculture of the city and state of New York, remonstrating against the cancellation of the contract with the Pacific Mail Steamship Company for mail-service between San Francisco, Japan, and China. Feb. 19, 1875. 2 pp. 8°.
43d Congress, 2d session. Senate miscellaneous document no. 95.

1875. Memorial of bankers, merchants, and others of New York city, remonstrating against the annulment of the contract with the Pacific Mail Steamship Company for mail-service between San Francisco, Japan, and China. Feb. 19, 1875. 1 page. 8°
43d Congress, 2d session. Senate miscellaneous document no. 96.

1875. Report from the committee on the judiciary, which was directed by the resolution of the Senate adopted on the 13th instant, to inquire and report whether the United States or any department of the Government is legally bound to now carry into effect any contract made pursuant to the act of June 1st, 1872, respecting additional mail-service between San Francisco, China, and Japan. Feb. 23, 1875. 66 pp. 8°.
43d Congress, 2d session. Senate report no. 674.

Appendix containing House miscellaneous document no. 74, 43d Congress, 1st session, on the China mail-service, pp. 6 *et seq.*

1875. Report on Pacific Mail Steamship Company subsidy. Feb. 27, 1875. 632 pp. 8°.
43d Congress, 2d session. House report no. 268.

1876. Letter from the postmaster-general, to the chairman of the committee on the post-office and post-roads of the House of Representatives, in relation to the substitution of iron ships for wooden ships in the China mail-service; also memorandum and brief of the agent of the Pacific Mail Steamship Company, relating to the same subject. Aug. 1, 1876. 4 pp. 8°.
44th Congress, 1st session. Senate miscellaneous document no. 127.

1876. China mail service. Report of the committee on the judiciary. Aug. 9, 1876. 4 pp. 8°.
44th Congress, 1st session. House report no. 815.

Recommended that the House take no action on the charges against certain members in the alleged use of money to procure an act providing for an additional subsidy in the China mail-service. Two minority reports accompanying.

1877. Navigation laws. Petition of the National Board of Trade in regard to the navigation laws. Nov. 9, 1877. 2 pp. 8°.
45th Congress, 1st session. House miscellaneous document no. 15.

1878. Arguments before the committee on post-offices and post-roads, Jan. 24, 1878, relative to increased postal facilities in the southern states, and the establishment of steamship mail service with South America, Central America, and the West Indies. Feb. 4, 1878. 28 pp. 8°.
45th Congress, 2d session. Senate miscellaneous document no. 28.

1878. Memorial of Alex. Brown & Sons, Thos. Whitridge & Co., Robert A. Fisher & Co., W. W. Spence, Hugh Jenkins & Co., Spence, Montague & Co., and other merchants, and other citizens of Baltimore, Md., protesting against the proposed subsidy to a line of steamships from the United States to Brazil. May 24, 1878. 2 pp. 8°.
45th Congress, 2d session. Senate miscellaneous document no. 74.

1878. Report on mail service to Brazil. May 16, 1878. 6 pp. 8°.
45th Congress, 2d session. Senate report no. 386.

1878. Ocean mail steamship service of foreign countries. Letter from the postmaster general, in compliance with a resolution of the House of Representatives, transmitting a tabular statement of the ocean mail steamship service of foreign countries. Jan. 30, 1878. 16 pp. 8°.
45th Congress, 2d session. House executive document no. 38.

1878. Resolutions passed by the Merchants' Exchange of Baltimore city against the granting of a subsidy to the Roach line of steamships to Brazil. May 20, 1878. 1 page. 8°.
45th Congress, 2d session. House miscellaneous document no. 59.

1878. Ocean mail steamship service between the United States and Brazil. Report from the committee on the post-office and post roads. Mar. 1, 1878. 46 pp. 8°
45th Congress, 2d session. House report no. 346.

Recommends the passage of a bill authorizing the establishment of two steamship lines to Brazil, one from New York and one from New Orleans. Two minority reports accompanying.

1878. Transportation of United States mails between Galveston and Vera Cruz. Report from the committee on the post-office and post-roads. May 27, 1878. 2 pp. 8°.
45th Congress, 2d session. House report no. 886.

1878. Transportation of United States mails between Galveston and Vera Cruz. Views of the minority. June 7, 1878. 8°
45th Congress, 2d session. House report no. 886, part 2.

1878. Message from the President of the United States, communicating, in answer to a Senate resolution of December 5, 1878, information concerning postal and commercial intercourse between the United States and South American countries. Dec. 17, 1878. 86 pp. 8°.
45th Congress, 3d session. Senate executive document no. 7.

1878. Commercial and postal relations with South America. Letter from the secretary of state, in response to a resolution of the House of Representatives, of the 4th instant, asking information in relation to the commercial and postal intercourse between the United States and the countries of South America. Dec. 18, 1878. 1 page. 8°.
45th Congress, 3d session. House executive document no. 16.

1878. Commercial and postal intercourse between the United States and South America. Letter from the postmaster general, transmitting a report by Mr. J. W. Fralick in relation to the commercial and postal intercourse between the United States and the countries of South America. Dec. 17, 1878. 23 pp. 8°
45th Congress, 3d session. House executive document no. 17.

1879. The promotion of American commerce. Resolutions adopted by the Chicago Convention for the Promotion of Commerce, in reference to the promotion of American commerce. Jan. 15, 1879. 11 pp. 8°.
45th Congress, 3d session. House miscellaneous document no. 14.

1880. Ocean mail service between the United States and South American ports. May 24, 1880. 7 pp. 8°.
46th Congress, 2d session. House report no. 1570.

1881. Resolution ["that all provisions of law which prohibit our citizens from purchasing ships to engage in the foreign carrying trade, or which prevent the registration of them as American ships, when owned, commanded, and officered by citizens of the United States ought to be repealed"]. Jan. 25, 1881. 1 page. 8°.
46th Congress, 3d session. Senate miscellaneous document no. 22.

1881. Vessels built in a foreign country. Report from the committee on naval affairs. Feb. 19, 1881. 1 page. 8°.
46th Congress, 3d session. House report no. 312.

Asks that the bill (H. R. 4068) be referred to the committee on ways and means.

1881. Causes of the decadence of our merchant marine; means for its restoration and the extension of our foreign commerce. Report from the subcommittee of the committee on commerce. Feb. 26, 1881. 17 pp. 8°.
46th Congress, 3d session. House report no. 342.

Minority report, pp. 15–17.

1882. Report from the joint select committee appointed to inquire into the condition and wants of American ship-building and ship-owning interests, and to investigate the causes of the decline of the American foreign carrying trade, and to suggest any remedies which may be applied by legislation, etc. Dec. 15, 1882. 14 pp. 8°.
47th Congress, 2d session. Senate report no. 883.

1882. Views of the minority [of the joint select committee on American ship-building]. Dec. 18, 1882. 10 pp. 8°.
47th Congress, 2d session. Senate report no. 883, part 2.

1882. American shipping. Report from the joint select committee on American shipping. Dec. 15, 1882. 24, 299 pp. 8°.
47th Congress, 2d session. House report no. 1827.

Report presented by Mr. Dingley and minority report by Mr. Cox. Contains appendix, "Statements and views of certain ship-builders and ship-owners of the country regarding the causes of the decline of the American foreign carrying trade."

1883. Letter from the postmaster general, transmitting, in response to Senate resolution of December 27, 1882, certain information respecting the transportation of the ocean mails. Feb. 13, 1883. 10 pp. 8°.
47th Congress, 2d session. Senate executive document no. 65.

Contains statements transmitted in compliance with the Senate resolution requesting the postmaster-general "to transmit to the Senate a statement showing how much money had been paid to steamship companies for the transportation of the mails of the United States to foreign countries during each year since 1840: what part of such sum during each year was paid to companies owning steamships sailing under the American flag; what companies have ever received sums in excess of $5,000 during any fiscal year since 1840 for transportation of foreign mails, specifying how much was paid to such companies for such service during each year when the payment was in excess of $5,000; and also how much, if any, money has been paid to American steamship lines as a gratuity, or subsidy, or otherwise, except for mail or military transportation, referring to the authority under which such expenditure was made."

1884. American ship-building and ship-owning interests. Report from the select committee on ship-building and ship-owning interests, to whom was referred the bill (H. R. 2228) to remove certain burdens on the American merchant marine, and encourage the American foreign-carrying trade. Jan. 9, 1884. 6 pp. 8°
48th Congress, 1st session. House report no. 5.

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Appendix A. Subsidies to steamships in Europe. Report by Consul Crain, of Milan. French subsidies, pp. 17–20; Austro-Hungarian subsidies, pp. 21–23; Spanish subsidies, p. 23; British subsidies, pp. 23–26; Belgian subsidies, p. 26; Dutch subsidies, p. 27 Swedish and Norwegian subsidies, pp. 27–28; Italian subsidies, pp. 29–30; German subsidies, p. 30.

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Contains: Report, pp. i–xvii; Appendix to report; History of United States mail subsidies and expenditures, pp. xviii–xxxviii; Minority report, pp. xxxix–lxxiii; British bounties and subsidies, pp. xliii–l; French subsidies, pp. l–lvii; Germany, Italy, and Norway, pp. lvii–lx; Views of Mr. Wheeler of Alabama, pp. lxxv–lxxvii; Hearings before committee on merchant marine and fisheries, pp. 1–346; Resolutions of Stationers' Board of Trade, p. 347; Steamship subsidies (consular reports): The United Kingdom, pp. 351–361; British bounties and subsidies, second report by Consul-General New, pp. 361–382; Austria-Hungary, reports by Minister Grant, of Vienna, pp. 383–393; Belgium, report from the British legation at Brussels, pp. 393–397; Portugal, p. 398; Denmark, pp. 398–399; France, pp. 399–405; Germany, pp. 405–411; Italy, pp. 411–413; Netherlands, pp. 414–415; Russia, pp. 416–417; Spain, pp. 418–422; Sweden, p. 422; Turkey, p. 422; European subsidies, pp. 423–427; Dominion of Canada, pp. 428–432; Argentine Republic, pp. 433–438; Brazil, pp. 438–442; Colombia, pp. 442–445; Trinidad, pp. 445–447; Denmark, pp. 447–449; Venezuela, pp. 450–451; History of European steamship subsidies, pp. 452–471; Subsidies to German shipping, pp. 471–486; The foreign and colonial packet service of Great Britain, pp. 487–489; The colonies and India, pp. 490–491; Index, pp. 493–507; Table of distances, p. 508.

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